Reflecting in graphic form the growing enthusiasm

uncement of the board that a new golf house and

of the South Bend park board to make the city more

beautiful and to encourage sportsmanship is the an-

est room will be erected at the golf links in Stude-

aker park. The building to be erected this spring

onder the direction of the park commissioners during the past few years Studebaker park has been made

one of the beauty spots of fairy charm and the new

nine hole golf course which lies just off of Calvert st.

is said to be one of the finest municipal courses in the

elded that it would be necessary to have some sort of

a shelter for the players and a place for the caretaker.

The caretaker will supervise the play and teach the

Get Public Donations.

it was proposed to appeal to the civic spirited people

of the city for funds. The first appeal by the board

brought a donation of \$5,000, and with several smaller

donations which the board hopes to get within the

next month, it is possible that the construction

work can be begun as soon as the spring weather

opens. It is the belief of members of the board that

the new building can be completed within a short

time and that the course can then be opened to the

been submitted to the board by W. W. Schneider, archi-

tect, and are buit along the lines of the present golf

shelter erected by the park commissioners of Chicago

36 % feet wide. The width, however, takes in the

front terrace which is a part of the decorative effect

of the structure. The shelter, which will be in the

genter of the park, will be 22 feet by 32 feet and

The building will be approximately 72 feet long by

for the use of players in Lincoln park.

Plans for the proposed field house and shelter have

In order to pay for the construction of the shelter

novices the proper way of playing the game.

Before opening the course, however, the board de-

ill sost not to exceed \$20,000.

A NEWSPAPER FOR THE HOME WITH ALL THE LOCAL NEWS

SOUTH BEND, INDIANA, SUNDAY, JANUARY 9, 1921

WIRE TELEGRAPHIC SERVICE

PRICE TEN CENTS

New Golf House And Rest Room Planned For Links At Studebaker Park May Be Ready For Use Of South Bend Players By Early Spring

BY LEO S. BERNER

front of the structure will be a small terrace, a walk, will make use of the space as a meeting place in sum-

flag pole, and seats on the park elevation. The building will be arected on a knoll which faces on Calvert st. To Be Well Equipped.

On the first floor will be lockers for both men and women, showers for the men and a small rest room for the women. The professional in charge of the

From the terrace it will be possible to see the play at all nine holes. The terrace is near the first tee, and the finish play is made directly in front of the house.

The play, however, is far enough away from the house



Proposed \$20,000 field house and golf shelter to be erected in Studebaker park by the South Bend board of park commissioners. The shelter is similar to the one erected in Lincoln park, Chicago. The building will contain a shelter, room for the professional, shower baths and rest rooms for men and women.

course will be provided with rooms on the first floor.

of steps to the main part of the course. Like other municipal golf buildings, the South Bend structure will contain room suitable for a refreshment stand. This stand will be located in the center of the

The central part of the shelter can be used for public gatherings and it is expected that the civic centers

In considering the possibilities of the new building In order to make the place most convenient, two the park board was careful to secure plans from flights of stairs will lead to the street and two flights other cities and the plans for the present structure are said to be the result of a combination of ideas secured from other park boards.

> Many of the ideas secured from Indianapolis and Chicago boards of park commissioners will be embodied in the new building.

> The local park board through the link professional, who will be given a stipend for individual tutoring,

people of the city. The professional will have direct charge of the shelter, concessions, caddles and any other details connected with the game.

will endeavor to create interest in golf among all the

Within Reach of All.

While it is prohibitive for some to take part in the contests at the South Bend Country club, because of the membership cost, it will be possible for people of even moderate means to enjoy the pleasure which the

Bert Meyering, professional of the South Bend Country club, has assisted the park commissioners in the erecting of the course and in preparing plans for the \$20,000 shelter. Directors of the Country club feel that the Studebaker park course will act as a feeder for the club.

W. W. Ridenour, president of the park board, Richard, Elbel, George Platner and Otis Romine, members of the park board, will use every available means to foster a fiking for the game which will be the big attraction at the Studebaker park. If enough interest is manifest the course will be open for play every afternoon and evening during the playing season.

In pointing out the advantages of the game and the sport which can be derived by both young and old the park board has made an interesting study of the game. Some observations of one of the members regarding the game is of interest at the present time for the prospective players.

The game of golf is for individuals, but not for a side. No golfer, say professionals, ever became a good player who did not begin the game early in life. One can learn how to swing and get a true and good style, and having got this it will do him no harm to put the game aside for a time, and in the meanwhile play the games suitable for children, where the interests of comradship are fostered.

Golf players of the old school scoff at the idea that golf is a game for middle and old age. While the game is readily played by elderly men and women, it seems after all to be a game for age as opposed to youth. Football and like sports are really for the youth. A man past 35 is hardly eligible for a gridiron contest, but golf may be played as long as a man is able to walk. The drives become shorter and the handicap get longer; but as many famous old players cover the course at the South Bend Country club links show, you can play past 80 years if disease does not

May Be National Sport.

Sport writers say that golf, because of its adaptability to all ages of life, is destined to become the na-

There are many reasons why golf is suitable for a man past the age of youthfulness and among them is the fact that quickness and agility of eye are not indispensable qualities for the game any more than is fleetness of foot. The golfer is never obliged to run or jump. It is in many ways a game of repose; one hits a ball 90 or 100 times in two hours which is somewhat of a relaxing performance. Some of the strokes are made with very little effort, such as puts and little quarter shots. Fair players put forth effort in about 26 strokes of the round, or twice per hole, a good player less. Some of the players who played in the contests at the Country club during the past year found a minority of holes where it was necessary to do more than a full shot, and a three-quarter or half shot, and some of the holes they drove off the tee with a half-

The poorer the player, however, the greater is the effort, he is often in bunkers and the niblick has to be wielded with force. But every player finds that hitting the ball causes fatigue and makes the exercise.

One of the points that makes golf interesting is that a player becomes more proficient as he plays. This is not true of other sports taken up late in life. Experience is an axiomatic truth for golf players just as it is in other sports. Older players often find it impossible to improve with the irons and putters if he deteriorates with the drive and brassey. The man who puts well is usually the one who wins the matches.

No matter if "a single," "a foursome," or a game of "threesome" is played on the new nine hole Studebaker course the walk of 150 yards between the hits, picturesque scenery and an ideal shelter will add to the galety of the public course.

ill furnish a view of the entire golf course. At Development Of United States Postal Air Service Probably Greatest Achievement In Aviation Made During Year Just Closed

The greatest single feat accomplished by American genius in the air during 1920 was the trailblazing flight to Nome, Alaska, from New York and return. Eight army aviators in four planes flew the 9,900 miles of the journey, over uncharted mountains, lakes, forests and rivers, in exactly 111 hours' flying time. The trip was made in short hops, averaging 300 miles daily, with about four hours' flying daily. The machines made the trip without mishap, the journey requiring three months and

NEW YORK, Jan. 8 .- Remarkable accomplishments against fearful odds were achieved by the American aeroplane during 1920.

The outstanding development and activity was the putting of the United States postal air service on a firm, serviceable and dependable foundation, extending it until it covers 4,770 miles of routes daily.

Commercial aviation lagged. It is handicapped not only by cut-rate foreign competition out of war-surplus stocks, but also by lack of regulatory laws and sufcient landing fields to make the public actively interted to any great extent. Yet 200,000 passengers were ried and 1,500,000 miles flown in civiliation aviation in eight months of 1920.

Other outstanding developments were: Biazing the trail to Alaska, accomplished under auspices of the government.

Establishing of a new altitude record by an Amer-

Creation of the greatest single chain of landing stations and aerodromes, which will prove of great military value, incidental to getting the postal service by

"The postoffice department has endeavored to point the way to practical commercial operation of aeroplanes in its operation of the air mail," says the postmaster general's latest report. "It has brought the work to a point where it will be possible to make contracts with commercial enterprises for carrying the mail in connection with passenger and other traffic." Airplane Industry Slumps.

But the American acroplane industry is in the doldrums. Few aeroplanes are being made, private capital is slow to invest in aerial transportation companies because of lack of protection, absence of proper safe-guarding laws, no general national or coordinating intrastate policy regarding aerial travel and lamentable lack of landing fields, according to the Aircraft Manufacturers' association of New York, representing the

Members of this organization declare the aeroplane industry is about in the same position as the automobile some 25 years ago, before the advent of the good roads movement and regulatory laws affecting operation of motor vehicles. Until there are adequate landing fields every 10 miles commercial and pleasure use of aeroplanes will be greatly restricted, it was stated,

Of some 20 aeroplane manufacturing companies in business when the armistice came, but three are today making aircraft for public sale. And these are working on a very small scale. Only '12' companies are engaged in active production of aircraft, nine of them finishing up small contracts for army and navy planes. The other companies have turned their plants into making photographs, auto bodies, wheelbarrows and furniture, or have suspended. Few Planes Sold.

During 1920 the American aeroplane manufacturers went after commercial business, waged an intensive sales campaign and then succeeded in disposing of only 500 machines for private use, most of which were rebuilt war planes.

Manufacturers' representatives state they found that lack of landing fields, lack of air laws, lack of proper inspection of new machines so as to insure their safety to the traveling public, lack of safeguards to investing capital from possible destruction of property by aircraft and exhorbitant insurance rates, due to the preceding reasons, brought on general depression in the aeroplane industry.

But 1,000 machines, including aeroplanes and seaplanes, are now flown in the United States in commercial or for pleasure purposes, it was stated at the Aircraft Manufacturers' association. Of this number some 350 machines are owned and flown privately.

Thus the country, which has been depending upon commercial aircraft as an easily convertible war reserve, has not been able to realize to any great extent upon such a force.

Four Distinct Types. Manufacturers have specialized in producting four types of machines during 1920-the sport model, including a machine that will carry two persons; the big eargo-carrying machines, the small flying boat, and the giant seaplane capable of a non-stop flight from New York to Florida.

The closing of the American airplane factories, the manufacturers said, leaves the country without proper experimental force other than the small and wholly military engineering services of the army and navy, to discover and work out better methods. And because the military experiment force is concentrating its energies upon war craft, it obviously will be unable to

During the first eight-months of 1920 some 1,500,000 miles were flown by civilian flyers carrying 200,000 passengers, according to the Aircraft Manufacturers' association. Civilian fatalities numbered about one dozen, it was stated. Most of these passengers were carried in quick flights to catch trains, to get to doctors, to take aerial photographs and to "joy ride." Eight newspapers are making deliveries in their own aero-

Five Mail Routes.

develop commercial aircraft.

According to the Aircraft Manufacturers' association, the chief commercial advance made during 1920 in the commercial use of aeroplanes was in carrying United States mail. There are five routes carrying mail, two of which are operated by private companies under contract. Four of the routes were put in full operation for the first time this year. In all, 100 machines, one-third of which are in operation daily, are used in carrying mails. The total aerial-mileage of these routes is 4,770 miles. Fifty-two pilots are em-

The most important route is from New York to San Francisco, opened Sept. 8. The oldest route, still in operation as far as Chicago in the middle of 1919. tablished in 1915. The other routes are: Twin Cities and St. Louis via Chicago, opened late in

Key West and Havana, the "booze route," opened Nov. I and privately operated, though carrying mails. Seattle and Victoria, privately operated, opened

Coast to Coast Mail.

Oct. 15.

Sections of the New York-San Francisco route were in operation as far as Chicago in the middel of 1919. The New York-San Francisco route advances all mail leaving New York westward from 24 to 48 hours, even mail that is carried part way by train being picked up at aerodromes and given a boost onward. Each aeroplane handles from 20,000 to 40,000 letters a day,

Plan New Routes. The postoffice department has recommended an immediate extension of the government aeroplane mail service as follows:

1. Boston to Detroit, via Buffalo.

2. Chicago and Los Angeles, via Kansas City. 3. St. Paul and Minneapolis to Seattle.

4. St. Louis and New Orleans, via Memphis,

On all these suggested new routes, the postoffice department has figured it will be cheaper to send the mail by air than by mail, owing to elimination of expensive overhead on railway cars, which includes payment of railway mail clerks for full day wages, though they may be engaged only a few hours. Assorting will be done at big centers. In addition, the air service will

The San Francisco-New York aerial mail service advances the delivery daily of 64,000 letters each way by 24 hours, according to the postoffice department. All flights are made in daytime. When night flying is inaugurated, as planned, the delivery of letters from New York to San Francisco will be accomplished in 36

Night Flying Next.

"Regular night flying with the mail has not been practical with the present types of planes in the mountain sections, but it is practical in the middle west." says the postmaster general's report. "The department is making preparations in the way of lighting regular and emergency landing fields and equipping planes with magnesium flares. This service will be inaugurated in the early spring between Chicago and Cheyenne. Wyo, and will result in delivering mail from New York to Cheyenne within 24 hours. The run from Cheyenne to San Francisco will then be a matter of 12

The navy department has agreed to deliver to the postoffice department 15 Caproni planes, mounted with three engines, capable of carrying a ton and a quarter of mail. The planes with the multiple power plants are intended to be used on the night flights.

"Incidentally, in addition to the very great expedition of the mail between New York and San Francisco, the trans-continental air mail will prove of great military value through the maintenance every 200 miles of hangars, landing fields and mechanical and fuel facilities, which always at the disposal of the military

Private Mail Contracts.

Under the law which permits the postoffice to contract for aerial mail delivery, if the cost is no greater than that of the railways, three routes have been let to a private aviation as follows:

Between New York and Atlanta, via Washington, Raleigh and Columbia, 815 miles.

Between Pittsburg and St. Louis, via Columbus Cincinnati and Indianapolis, 600 miles.

Between New York and Chicago, via Harrisburg, Pittsburg and Ft. Wayne, 735 miles.

"The mail in each of these cases will be expedited by from 12 to 16 hours," says the postoffice depart-

"There are still on hand thousands of plane obsolete for military purposes, but which can be adapted to the carrying of mails, and which will be ultimately rendered useless through deterioration in storage if not put into service by the postoffice department," the re-

"Not only have the business interests of the country urged and supported the proposed comprehensive air mail, but the military authorities have given it enthusiastic support as a peace-time nucleus which the country would need seriously in the event of war." Only Eight Casualties.

The total cost of establishing and operating the aerial postal service amounted, up to Nov. 1, 1920, to about \$1,200,000. More than 25,000,000 letters have been carried. The per mile cost of operating the aeroplanes has been 35 cents. In more than a million miles flown by postal pilots, up to Sept. 1, in all kinds of weather and over every description of country, but eight aviators lost their lives. In addition two pilots and one passenger who were attempting to qualify for service were killed. Aeoplane manufacturers hope that the next administration will protect them from the dumping of British war surplus machines onto the American market. The Handley Page firm, the largest of the British concerns, has contracted to pay the British government one per cent of cost value for these machines and to divide with the government half of the proceeds from the sale abroad, particularly in America. American manufacturers argue that this not only will hurt American aeroplane manufacturers, but also will give an unsuitable type of machine to American commercial needs, make buyers dependent upon foreigners for supply parts and tend to prevent development of American commercial aircraft.

One of the greatest needs, manufacturers say, to help the American aeroplane industry is not a subsidy, but a department in the government that will coordinate the whole aircraft industry and provide rules for testing, regulation, construction, design, licensing, overhauling and inspection of machines so as to protect the public and instill confidence in the commercial use of machines for flying. The Aircraft Manufacturers' association is working in conjunction with the American Bar association in formulating a code of laws for

Had there been a proper government department, it was stated, the lives of four American aviators would not have been lost in testing out experimental allmetal German planes, which were brought over for use of the postoffice mail service.

New Altitude Record.

American flyers hung up only one international record during 1920. This was the world's altitude flight, established Feb. 27 at McCook field, near Dayton, by Lieut. R. W. Schroeder, who pfloted his machine to a height of 33,113 feet, according to the records at the Aero Club of America. He flew a Le Pere machine driven by a 400 horse-power Liberty motor. Carrying one passenger, he also established a new record for a machine with two persons in reaching 31,800 feet altitude in a De Haviland-9.

World's Speed Record.

The world's speed record during 1920, breaking previous marks, was established by a French fiver. Capt. Bernard de Romanet, flying at Buc field, near Paris, averaged 309 kilometers and 12 meters in an hour, of about 198 miles an hour.

The longest flight also was made by a Frenchman. Lucien Boussoutrot, in a Farnum-Goliath equipped with two Salmson motors, flew for 24 hours and 19 minutes on June 3 and 4.

This same aviator, at this time, also established a new world's distance flight record overland, going 1,915 kilometers and 200 meters-about 1,149 miles. This, of course, is less than the distance covered in the 1919 trans-Atlantic non-stop flight.

The fastest speed made by any American machine was recorded Thanksgiving day by Lieut, C. C. Moseley in a Verville-Packard machine equipped with Liberty motors, who won the Pulitzer aeroplane trophy, going nearly three miles a minute. The race was at

In the Gordon Bennett International Aviation Cup races, held in France, America did not even place, the three entrants having trouble with their machines prior to the race, which was won by Sadi Le Cointe.

Belgium won the International Gordon Bennett Balloon race, held at Birmingham, Ala., Oct. 23. Ernest de Multer came down in the champion balloon at North Hero island, Lake Champlain, Vt. H. E. Honeywell, representing America, won second place. He flew the

Real Romance And Adventure In The Large Amount Of Perfumes Used In America Past Year Lie In From Whence They Came

WASHINGTON, Jan. 8 .- Milady America paid \$4 .-972.541 during the last year for perfumes, cosmetics and toilet preparations, a fact which has led to confused specufation by mere man as to what she did with

The real romance and adventure in the statement lies not so much in the uses to which these imports were put as where they came from-a story which is related in the following bulletin from the Washington. endquarters of the National Geographic society:

"When you pay the apothecary a sum that seems like a dollar a whist for something that delights your ve senses, or if you are especially fastidlous, have him compound the scent that 'suits' your personality, did you ever stop to wonder where his precious ingredients came from? The sunny isles and lands along the Mediterranean probably grew some of the flowers, others perhaps were plucked by dark Moorish hands in Algeria, and mayhap an animal in the brooding hills of western China gave its life to furnish one constituent

The vegetable kingdom is necessarily the most fer-

the source of perfumes. From its flowers such as the rose and jassamine, and from its seeds, woods and banks such as the spices and sandalwood, even the most fastidious connoisseur would be able to select either some simple odor or a complex bouquet. Nor are they for perfumes alone, but for scenting soaps, cream, pomades, and in making flavorings and ex-

Unfailing Naturalist. "Rosemary, thyme, sweet basil, and marjoram are found in great profusion in Mediterranean countries. and here the chemist can distill the whole plant and not bother about picking the flowers. Shakespeare, the unfailing naturalist that he was, made no error

"The old-fashioned lavender flowers in which bur grandmothers used to pack the household linen and their rich old laces grow best in France and England. A temperamental flower, it might be called, too, for unless the climate, soil and altitude suit, it refuses to breathe forth its usual fragrance. Fine grades of the plants are grown in the Drome region. France, at an

when he chose for Ophelia the flowers she scattered.

altitude of 2,500 feet, while the flowers generally considered to have the most agreeable fragrance come from the Mitcham district of England, where the conditions of soil and altitude are decidedly different from those in France.

"The rose geranium, which has such an exquisite odor, is also grown and distilled in France, but Spain, Algiers, and the island of Reunion engage in the industry. Unlike the lavender, however, the perfume of the rose geranium comes from its leaves and not from the

Vies With Tobacco.

"But the country that might well be known by its scent is Bulgaria, for its rose crop is second only to its tobacco. Over 12,500 acres of land in the provinces of Philippopolis and Stara Zagora are given over to the growth of roses, from the petals of which attar of roses is distilled. In the wonderful gardens of Kazanlik, Karlovo, Klisoura, and Stara Zagora, the best of the flowers are grown. The fields are arranged much after the fashion of the vineyards of France and Italy. and the half-open-bude, which have very few petale, are snipped off by diligent girls, boys and women in the early mornings of May and June.

"About 4,000 pounds of roses are produced on an acre of land, but it takes about 200 pounds of petals to produce an ounce of oil, for an attar which before the war cost about \$250 a pound.

"Roses are grown in other parts of the Balkans, as well as in Asiatic Turkey, where they were introduced by Ahmed Vefik, the noted Turkish statesman and man of letters, in the latter half of the 19th century. and in India, Persia, the Fayum province in Egypt,

and in France. The industry lately has been introduced into Germany. "Many of the countries of Europe have for centuries successfully distilled oil from such seeds as caraway, anise and fennel for flavoring and scenting purposes. and the citrus fruits of Italy and Sicily yield quantities of valuable oil. In fact so fragrant are the flowers and shrubs of some of the islands of the Mediterranean that they are called the spice islands of Europe as the Mo-

lucca archipelago in the Dutch East hadies are known

as the spice ininds on account of the artmegs, mace,

and cloves that they produce. Napoleon said that he would know his native land, Corsica, with his eyes shut by the odor of the white-flowered clatus. "Frankincense, which is one of the chief aromatic

constituents of the incense burned in churches, is the gum resin of a tree found in East Africa, Arabia, and on the island of Socotra in the Indian ocean.

"Ladles and gentlemen in the time of Napoleon used the toquin bean, a native of Gulana, to scent their

"The animal perfumes are extremely limited in number. Ambergris is secreted by the sperm whale, civit by the animal of the same name, and muck by the musk-ox, the musk-rat, and the musk deer, which is found in the high Himalayas, Tibet, and eastern Siberia. About 15,000 ounces of musk, usually in the grain form, are annually imported to the Unted States from China and India. Musk has one peculiar and almost inexplicable characteristic. One grain of it kept freely exposed to the air of a well ventilated room, will impregnate the atmosphere for 10 years without sensibly diminishing in weight."